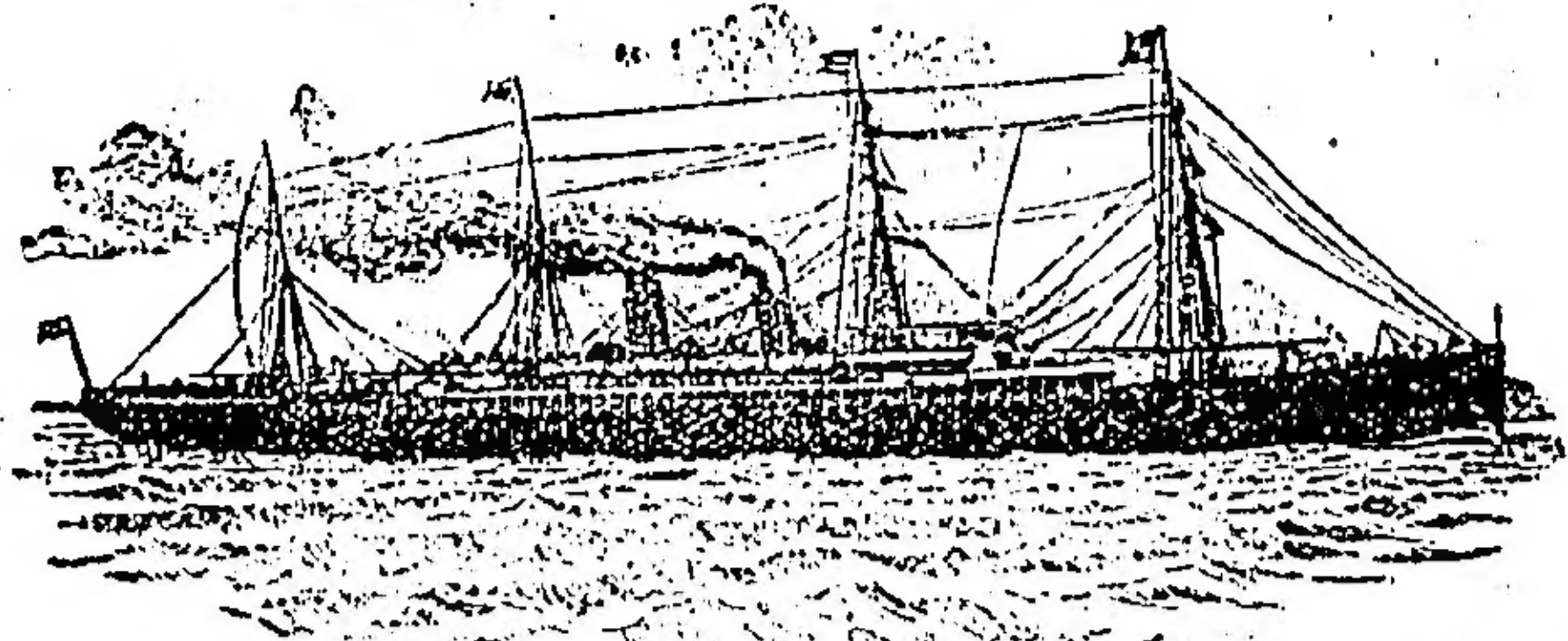


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"GABRIC"	TUESDAY, 4th August, at Noon.
"HONGKONG MARU"	FRIDAY, 14th August, at Noon.
"CITY OF PEKING"	SATURDAY, 22nd August, at Noon.
"DOBIE"	TUESDAY, 1st September, at Noon.
"NIPPON MARU"	TUESDAY, 8th September, at Noon.
"SIBERIA"	WEDNESDAY, 16th September, at Noon.
"COPTIC"	SATURDAY, 20th September, at Noon.
"AMERICA MARU"	SATURDAY, 3rd October, at Noon.
"KOREA"	TUESDAY, 13th October, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "GABRIC" will be despatched for SAN FRANCISCO, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 4th August, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines if Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Pacific, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Company.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
"EMPIRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

R.M.S. "EMPIRESS OF CHINA"	6,000 Tons.	WEDNESDAY, 5th August.
"ATHENIAN"	3,882 "	WEDNESDAY, 12th August.
"EMPIRESS OF INDIA"	6,000 "	WEDNESDAY, 26th August.
"EMPIRESS OF JAPAN"	6,000 "	WEDNESDAY, 23rd September.
"TARTAR"	4,425 "	WEDNESDAY, 7th October.
"EMPIRESS OF CHINA"	6,000 "	WEDNESDAY, 21st October.
"ATHENIAN"	3,882 "	WEDNESDAY, 4th November.
"EMPIRESS OF INDIA"	6,000 "	WEDNESDAY, 18th November.
"EMPIRESS OF JAPAN"	6,000 "	WEDNESDAY, 16th December.
"TARTAR"	4,425 "	WEDNESDAY, 30th December.

THE magnificent "EMPIRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 Hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRECHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STREAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passengers.
WURZBURG	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO).	29th July.	Freight and Passengers.
v. Binzer	HAVRE and HAMBURG.		
BADENIA	(Calling at SINGAPORE and PENANG).	12th August.	Freight.
Rorden	HAVRE and HAMBURG.		
SITHONIA	(Calling at SINGAPORE and COLOMBO).	26th August.	Freight.
Hidebrandt	HAVRE and HAMBURG.		
KONIGSBERG	(Calling at SINGAPORE and PENANG).	9th Sept.	Freight and Passengers.
Wayer	HAVRE and HAMBURG.		
ANDALUSIA	(Calling at SINGAPORE and COLOMBO).	23rd Sept.	Freight.
von Dohren	NEW YORK.		
ARABIA	VIA SUEZ CANAL.	about middle of August.	
Bahle			

For further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG Office,
No. 1, Queen's Buildings.

Hongkong, 9th July, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons.	Captain H. D. Jones.
"POWAN"	2,138 "	G. F. Morrison, R.N.R.
"FATSHAN"	2,190 "	A. W. Dixon.
"HANKOW"	3,973 "	C. V. Ho, d.
"KINSHAN"	2,863 "	J. J. Lussius.

Departures from HONGKONG to CANTON daily at about 8 A.M. (Sunday excepted) and at about 6 P.M. (Saturday excepted).
Departures from CANTON daily at about 8 A.M. (Sunday excepted) and at about 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. } Sunday
Do. from Macao to Hongkong daily at about 7.30 A.M. } excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons, Captain T. Hamlin.
This steamer leaves Canton for Hongkong every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING," 569 tons, Captain R. D. Thomas.
S.S. "SAINAM," 588 " B. Branch.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD

Hongkong, 22nd July, 1903.

Intimations.

HONGKONG, CANTON AND MACAO
STEAMBOAT COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-FOURTH ORDINARY
HALF-YEARLY MEETING of
SHAREHOLDERS in the Company will be
held at the OFFICE of the Company, No. 18,
Bank Buildings, Queen's Road Central, on
TUESDAY, the 4th August, at 12 o'clock
Noon, for the purpose of receiving a Report
of the Directors, together with Statement
of Accounts, declaring a Dividend, confirming
the Appointment of Directors, and re-electing
Directors and Auditors.
The TRANSFER BOOKS of the Company
will be CLOSED from the 21st of July to
the 4th August, inclusive.
By Order of the Board of Directors,
J. GOOSMANN,
Acting Secretary.

Hongkong, 15th July, 1903. [844c]

WILLIAM POWELL, LIMITED.

COMA SECOND ORDINARY YEARLY
MEETING of the Company will be held
Central, on WEDNESDAY, the 5th August,
1903, at NOON, to receive the Report and
Statement of Accounts for the year ending
30th June, 1903, electing Directors and declar-
ing a Dividend.
The TRANSFER BOOKS of the Company
will be CLOSED from the 31st July to the 5th
August, both days inclusive.
By Order of the Board of Directors,
R. G. HECKFORD,
Manager.

Hongkong, 23rd July, 1903. [840c]

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the OR-
DINARY HALF-YEARLY MEET-
ING of the SHAREHOLDERS in this
Corporation will be held at the CHIA HAI,
Hongkong, on SATURDAY, the FIFTEENTH
day of AUGUST next, at NOON, for the purpose
of receiving the Report of the Court of
Directors together with a Statement of Ac-
counts to 30th June, 1903.
By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 22nd July, 1903. [877c]

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the RE-
GISTERS OF SHARES of the
Corporation will be CLOSED from SATUR-
DAY, the FIRST, to the FIFTEENTH day of
AUGUST next (both days inclusive), during
which period no Transfer of Shares can be
Registered.
By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 22nd July, 1903. [878c]

HONGKONG JOCKEY CLUB.

NOTICE TO MEMBERS.

AT A MEETING OF SUBSCRIBERS held
at the HONGKONG HOTEL on the 16th
July last, it was unanimously decided to accept
a Tender from the Shanghai Horse Bazaar Co.,
Ltd., for the supply of China Pony Subscription
Griffins for our 1904 Race Meeting.
Members who were not present and who
have not yet officially put their names down
can now do so by communicating with the
undersigned, from whom full particulars as to
terms and conditions may be obtained.
The List will close on SATURDAY, 1st
August next.
By Order,
T. F. HOUGH,
Clerk of the Course.

Hongkong, 23rd July, 1903. [881c]

DON'T BE LATE!!!
AMERICAN WATER MELONS!!!
CALIFORNIAN MUSK MELONS!!!
Are now just in season and beat everything
in the market. Come quickly or else the
season will be over.

CHING SHAN CHAU,

Central Market.

Hongkong, 24th July, 1903. [777c]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 76 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 80.5 ft.; bottom 45.8
ft. Water on blocks, 28.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 17th, 1903.

[573c]

THEY HAVE ARRIVED

57 Varieties of good things for the table.

HEINZ

Do you know

that HEINZ SWEET PICKLES are known
throughout the world for their delicate aromatic
flavor and distinctive virtues?

THE MUTUAL STORES,
25, Des Vaux Road Central.

Hongkong, 29th June, 1903.

[553c]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TEAM TERMINUS, Tel. 60.

For Terms, &c., apply to the
MANAGER.

Hongkong, 2nd July, 1900.

[1c]

THE CONNAUGHT HOUSE, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to
THE MANAGER.

Hongkong, 1st November, 1902.

[1339c]

GO TO THE KOWLOON HOTEL, FRANK F. JEWELL, KOWLOON. J. W. OSBORNE, Manager. Proprietor.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that
the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,
VIENNA,

THE INVENTORS OF INCANDESCENT
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,
The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,
CONNAUGHT HOUSE.

954c]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. Net \$5.00 per Cask ex
Factory.

In Bags of 250 lbs. Net \$3.00 per Bag ex
Factory.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 13th May, 1903. [19c]

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemical.

PRICE \$1.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.
Sole Agents—
SIEMSEN & CO.

Hongkong, 10th January, 1903. [593c]

PRICE MODERATE—CONSULTATION FREE.
Next to the Hongkong Dispensary,
50, Queen's Road, Central.

Hongkong, 28th November, 1902. [1299c]



A Pure LAGER BEER excellently
Suited for Hot Climates.

A Refreshing Beverage.

\$16.00 per case of 8 doz. pts.

or

\$2.00 per doz.

3, Duddell Street, Hongkong.

18th June, 1903. [650c]

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 9th March, 1897. [18c]

AVOID ALL RISK OF OUTBREAK BY
ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 9th March, 1897. [18c]

SCOTLAND'S COMING GREAT SHIP CANAL.

The announcement that a new naval base is to be created on the Firth of Forth has already re-awakened interest in singularly fascinating engineering schemes for the construction of a ship canal between the Forth and Clyde. Not that ship canals across Scotland are any novelty, for the country is already traversed by two such—one, popularly known as the Caledonian Canal, through the Great Glen from near Fort William to Inverness; and the other from Bowling on the Clyde through Central Scotland to Grangemouth on the Forth. Through the former there is considerable ship-traffic by both steam and sailing coasters up to 300 tons or so, whilst the latter, though more largely a barge canal, is also used by craft up to 120 tons cargo, trading between the East Coast of Scotland and the North of Ireland. Without it also the East Coast fishermen, with their boats, could hardly reach the fisheries in the East and South of Ireland.

The interest of the renewed proposal for a great Ship Canal is, however, in the engineering problems presented by its magnitude in the remarkable country traversed by one of the suggested schemes, and in the revolutionary nature of the results which would follow its completion. The idea of the construction of such a canal as would serve for the largest ships afloat has been in the air for many years; but it assumed concrete form about 1889, when certain preliminary surveys were made, and in 1894 a conference on the subject, was held in Edinburgh. At that period, however, the early disappointing results of the Manchester Ship Canal made it improbable that the necessary funds for any similar undertaking would be forthcoming, and the plans were laid aside pending the more favourable season, which appears now to have arrived with the selection of St. Margaret's Hope for naval purposes. That bay is—as is now pretty well known—almost under the shadow of the Forth Bridge, and within 40 miles as the crow flies of the great shipbuilding and repairing yards of Glasgow. Situated by sea, by the shortest route northwards, almost 700 miles separates the two points, whilst the less tempestuous route by the English Channel involves a voyage of almost double that distance to get from one to the other. In peace this is a great drawback to trading; in war, it is conceivable that an enemy attacking St. Margaret's Hope would, by fire, throw down the Forth Bridge in such fashion as to block the only channel by which men-of-war at the Hope could reach open water, or proceed for repair. But, with a ship canal constructed, there would be nothing to hinder them from reaching the Clyde in a few hours, for the eastern outlets of the practical schemes hitherto proposed for it are above the bridge. One of these suggests that the canal should be constructed from Grangemouth, practically along the route of the existing small one, but with its western end somewhat higher up the Clyde than Bowling. It would be 30 miles long—about five miles shorter than the Manchester Ship Canal—and would cost probably £7,000,000, or about the same as the latter, taking "would involve at least the locks, but would pass through a country very rich in minerals and manufactures from which much traffic might be expected.

The alternative scheme is an extremely romantic one, for it contemplates a canal—or the canalisation of the celebrated Links of Forth—from Alloa, past historic Bannockburn and Stirling, and thence through country rich in associations of many kinds to the famed Loch Lomond, down which it is proposed the fleets of the Empire should float until, by another short canal along the course of the Leven, they reach the Clyde at Dumbarton. This plan, as originally sketched, involved a work unique in engineering, no less than the construction of a gigantic tunnel for the largest seagoing craft under one of the spurs of Ben Lomond. This, together with the desolate character of the country it would traverse, and the somewhat problematical cost of the scheme, are elements likely to give the other and more direct route preference when the proposal comes before Parliament.—*Exchange.*

THE INDIAN VICEROYALTY.

The Bombay correspondent of the *Standard* declares that it would be wrong to say that the practically unanimous wish of India is that Lord Curzon shall have a successor, at least for the present. A couple of years' extension of office is what is earnestly hoped for by nearly all classes of the community. Native public opinion, so far as there is such a thing, is practically unanimous on this point. The whole commercial community desire nothing more than that Lord Curzon should remain as long as possible in India. In official classes Civil and military are not quite so enthusiastic regarding his continuance in office. This is perhaps natural enough, for it is against officialdom in some of its worst aspects, that Lord Curzon has, from the beginning, waged a strenuous and successful warfare. His aim throughout has been to get rid of the mass of red tape and routine which clog the wheels of efficiency, to reduce to a minimum the Minute and Report writing so dear to the official heart, to run the railways, the post, and the telegraph services, and other large Government monopolies more in accord with the needs and spirit of the age; and in a word, to endeavour to get the Civil Service to consider themselves as such, and not as despots, however benevolent, regardless alike of the wishes of the community and the needs of the times. As for the Army, the writer declares that it is no doubt the case that the Viceroy incurred some small measure of unpopularity through his supposed attitude in such matters as the case of the Ninth Lancers, but on the whole the desire on the part of the best informed of officers is that Lord Curzon may remain; for it is frankly and fully recognized that his Frontier Policy is wise and able, and that he has done much to further the fighting efficiency of the Army in India.

CANADA AND MR. CHAMBERLAIN.

The Canadians are using every effort to induce Mr. Chamberlain to visit Canada and the *Birmingham Daily Post* is informed that one of the influences which is intended to be brought to bear upon this much-wished-for object, will be a personal memorial, in the form of a letter from members of the Canadian Parliament, assuring the Colonial Secretary of a most generous welcome from the Dominion Legislature. The informant added that this letter is at this moment on the way to England; and there can be no doubt that if Mr. Chamberlain can possibly see his way to accept the invitation, he would have a reception of unprecedented enthusiasm for a British statesman.

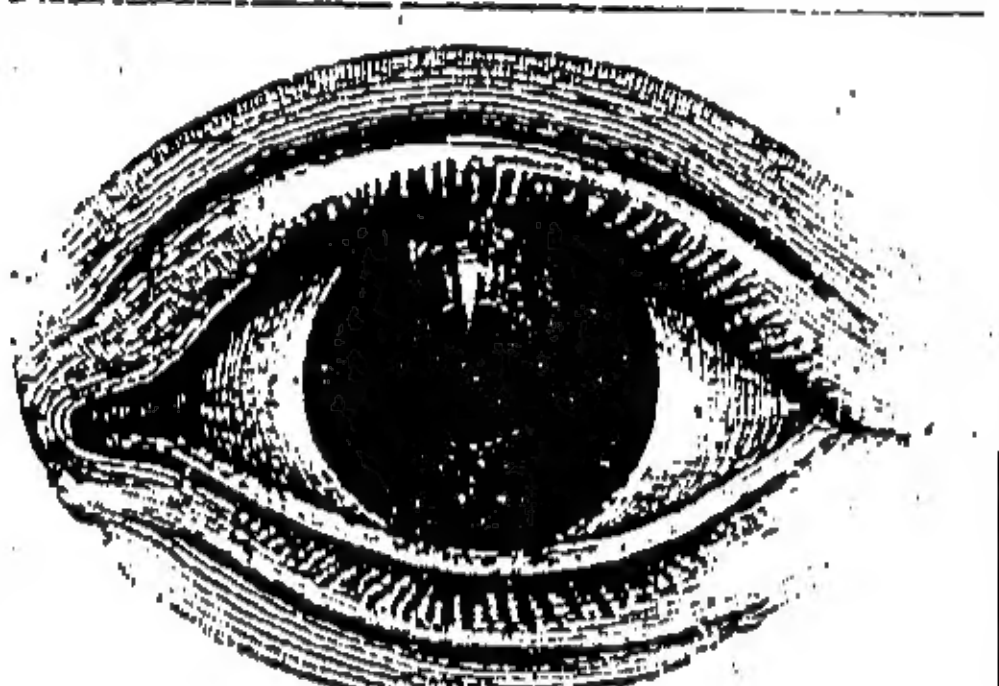
Intimations.

THE LONDON DRAPERY STORE, HONGKONG.

THE above will be opened as soon as the necessary arrangements can be made as an Establishment for the sale of GENERAL AND FANCY DRAPERY GOODS suitable for the climate, and will be fitted with the NEWEST MODERN FIXTURES AND FITTINGS as now used in the Great Bon Marchés of Paris and London.

Further particulars will be given later.

Hongkong, 28th July, 1903. [903]



N. LAZARUS,
OPHTHALMIC OPTICIAN,
OF LONDON AND CALCUTTA.

SIGHT TESTED.

LENSES for the correction of Astigmatism ground on the premises.
Spectacles and Eyeglasses in all styles and metals.

No. 16, Queen's Road Central,
Nearly opposite the Hongkong Hotel with entrance through store of R. Houghton, Tailor.

DAVID BENJAMIN,
Manager.

Hongkong, 23rd June, 1903. [60]

THE ROBINSON PIANO Co., Ltd.

PIANO CLEARANCE SALE.

THIS SEASON'S PIANOS, as under, must be sold to make room for New Stock, 100 Pianos to arrive about October.

SQUIRE (Owner's Property).....	\$350
SQUIRE MEYER, Upright.....	550
Grand.....	550
HOPKINS'N.....	400
RUSSELL Transposing.....	350
ROBINSON PIANO CO., LD.,	
Transposing.....	750
RUS-ELL Transposing.....	775
APOLLO (Secondhand) Horizontal Grand.....	900
SPAEHLER, Upright Grand.....	750
CHAPPELL, Secondhand.....	675
KRELL, (Secondhand), Concert Upright Grand.....	800
NEEDHAM, (Secondhand), Upright Grand.....	800
ROBINSON PIANO CO., LD.,	
Cottage.....	475
ROBINSON PIANO CO., LD.,	
Cottage.....	475
BROADWOOD.....	600
ROBINSON PIANO CO., LD.,	
Do.....	650
Do.....	300
BORD, Pianette, (Owner's property).....	285
ORCHESTRION.....	900
SCHIEDMEYER, (Secondhand).....	600
ROSENKRANZ.....	450
WERNER, Upright Grand (owner's property).....	450
RACHALS, (Secondhand).....	750

MUSIC CLEARANCE SALE.
Popular Songs, Piano and Viola Solo, Classical and Dance Music, 3-copies for \$2.
Song Folios containing over 100 songs by well known composers.
Operas by Sullivan, deKoven, Planquette, etc., Slightly Soiled Scores.....
Collections of Songs by Glover, Gatty, Roedel, etc.....
Musical Sketch Books, Pianoforte Recreations.....

DANCE ALBUMS, SONG FOLIOS, &c.
Also our Stock of SMALL MUSICAL INSTRUMENTS at reduced rates.
Clearance sale to 30th September only, 10 cents for new blocks coming to hand.
Hongkong, 11th July, 1903. [416]

Intimations.

SANITARY BOARD.

NOTICE.

THE Board having found it necessary to institute summary proceedings against people using CHALK and WATER in lieu of LIME-WASH, owners of houses are hereby informed that CHALK and WATER cannot be accepted in lieu of LIME-WASH, but that there is no objection to colouring matter being added to the LIME-WASH.

By Order,
G. A. WOODCOCK,
Secretary.

Sanitary Board Room,
Hongkong, 11th July, 1903. [846]

F. BLACKHEAD & CO., SHIP CHANDLERS, SAILMAKERS, COIL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

SOLE AGENT FOR FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Hongkong, 14th May, 1903. [19]

MEE CHEUNG, PHOTOGRAPHER, 100 FLOOR OF ICE HOUSE, IN La-House Road.

[S now in a position, in his New and Com- modious Premises, to collect, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS a specialty.]

Hongkong, 12th September, 1902. [15]

DENTISTRY. SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST, No. 26, Cornhill Road Central (near 2nd February 1903) [26]

KANANGA OF JAPAN (REGISTERED) HIGAUD and Co.

Kananga Water is the most delightful fully refreshing Toilet Water, it renders the skin smooth, relieves insect bites and imparts a delicate fragrance and feeling of comfort and freshness.

New Sensations in Perfumery

RIGAUD'S KANANGA EXTRACT

RIGAUD'S WHITE ROSE

RIGAUD'S MELANGE EXTRACT

RIGAUD'S EXORA D'ARVILLE EXTRACT

RIGAUD'S LILLY OF THE VALLEY EXTRACT

RIGAUD'S YLANGYLANG EXTRACT

RIGAUD'S BANTAM EXTRACT

RIGAUD'S JASMINE or Chamelle EXTRACT

8, RUE VIVIENNE, 8, PARIS

Consignees.

FROM HAMBURG, BREMEN, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SITHONIA"

Captain Hildebrandt, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd August will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd August, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 27th July, 1903. [894c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"TIENTSIN,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 3rd August, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 28th July, 1903. [4]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CANDIA,"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M., TO-MORROW.

Goods not cleared by the 30th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 23rd July, 1903. [4]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER HAMBURG-AMERIKA LLOYD.

NOTICE TO CONSIGNEES.

THE Steamship

"SACHSEN,"

of the NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 6 P.M., on the 22nd instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 29th instant, at 9.30 A.M.

All Claims must reach us before the 1st August, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 23rd July, 1903. [653c]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA,"

FROM TACOMA, VICTORIA, YOKO-

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., LIMITED, Agents.

Hongkong, 24th July, 1903. [87d4]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"GAELIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

E. W. TILDEN, Agent.

Hongkong, 25th July, 1903. [1]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SATSUMA,"

FROM NEW YORK, ADEN, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st August will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 4th August, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., LIMITED, Agents.

Hongkong, 25th July, 1903. [888e]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"NAMSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after THURSDAY, the 30th instant, at 4 P.M., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 28th July, 1903. [900e]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

KAMAKURA MARU KOBE and YOKOHAMA THURSDAY, 30th July, at 4 P.M.

BOMBAY MARU MOJI, KOBE and YOKOHAMA FRIDAY, 7th Aug., at Noon.

SANUKI MARU MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID SATURDAY, 8th Aug., at Daylight.

INABA MARU KOBE and YOKOHAMA TUESDAY, 11th Aug., at Daylight.

KAGOSHIMA MARU BOMBAY, VIA SINGAPORE and COLOMBO TUESDAY, 11th Aug., at Noon.

IVO MARU VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA TUESDAY, 11th Aug., at 4 P.M.

KUMANO MARU NAGASAKI, KOBE and YOKOHAMA WEDNESDAY, 12th Aug., at Noon.

KASUGA MARU SYDNEY and MELBOURNE, VIA THURSDAY ISLAND, TOWNSVILLE and BRISBANE SATURDAY, 15th Aug., at 4 P.M.

IDZUMI MARU MOJI, KOBE and YOKOHAMA TUESDAY, 18th Aug., at Daylight.

Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

Hongkong, 28th July, 1903.

T. S. TAKAYANAGI, Acting Manager. [5]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 11th August, 1903, at 1 P.M., the Company's Steamship "YARRA," Captain Sailer, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSITMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY.

Passes are not to be sent on board, they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 28th July, 1903. [1004c]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at Current Rates.

SIEMSEN & Co., Hongkong, 15th May, 1901. [35]

Masonic.

ZETLAND LODGE, No. 525, E.C.

Intimations.

A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

WINE & SPIRIT MERCHANTS.

SCOTCH

WHISKY.

WATSON'S

CELEBRATED
BLEND

VERY OLD LIQUEUR

SCOTCH WHISKY.

A blend of the finest WHISKIES distilled in SCOTLAND, of great age, very fine and mellow.

Pronounced by Connoisseurs to be the BEST BLEND in the FAR EAST.

Per Dozen ... \$16.50

The following are also recommended, and are unsurpassed in quality:—

A.—THORNE'S BLEND ... \$12.00

B.—GLENORCHY, MELLOW BLEND, a fine '80DA, WHISKY of great age ... 12.00

C.—ABERLOUR-GLENLIVET ... 13.50

D.—H.K.D. BLEND OF THE FINEST OLD MALT SCOTCH WHISKIES ... 16.00

A. S. WATSON & Co.,

LIMITED.

TELEPHONE NO. 256.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,

祥利廣

17A, QUEEN'S ROAD.

FURNITURE
DEALERS.DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.PHOTOGRAPHIC
DEPARTMENT.DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th July, 1902. [728d]

CARMICHAEL AND
CLARKE,CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.

A. B. C. Code, 4th Edition.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 20th March, 1903. [1355e]

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

NOTICE.
All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
Daily—\$30 per annum.
Weekly—\$15 per annum.
The rates per quarter and per annum, proportional.
The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.50 per quarter is charged for postage. The postage on the weekly issue is in any part of the world is 30 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JULY 29, 1903.

CHINESE LABOUR FOR SOUTH AFRICA.

A private telegram received at this office on the 26th instant gave us the first indication that the result of the Asiatic Labour Commissioners' recent visit to Hongkong was about to be made the subject of considerable comment in London. To-day we publish a Reuters' telegram which, for the past twenty-four hours, has been the subject of much speculation and considerable investigation on the part of interested individuals and firms who have tendered for the supply of coolie labour for South Africa on the occasion of Messrs. Skinner and Noyes' visit here about two months ago. It will be recalled that these two gentlemen came to the Far East as a special commission of inquiry in regard to the securing of Chinese for the Transvaal mines. While at Vancouver they made inquiries into the employment of Chinese in the mines and in other work there. Speaking of the Chinese, Mr. Skinner remarked that they appear to be good workmen, but they will not be able to form any real opinion of them till they have seen them at work in large numbers, and in similar work to that for which they are required in the Transvaal. From Vancouver the Commissioners proceeded to Hongkong en route to the Malay Peninsula, where they had an opportunity of seeing the Chinese working in the extensive tin mines of the Federated States and neighbouring places. What was the impression formed by the Commissioners from their personal investigation of the men required for South Africa working in similar conditions in the Federated Malay States will probably be best learnt from a review meeting of the Chamber of Mines at Johannesburg, on 18th June. Advice had been received, it was stated, from the Chamber's Asiatic Labour Commissioner, Mr. Skinner, from China, in which he stated that he had visited California, and had found the Chinese were the best workers in the world, being docile, willing and obedient. An agitation was proceeding in San Francisco for the importation of 100,000 indentured Chinese into California for the extension of railways, and an investigation into the proposal was being held. Regarding Japanese, Mr. Skinner advised that they would be willing to enter into a five years' contract at Kafir wages, but Mr. Skinner favoured the Chinese, and reported that the charges brought against them had been greatly exaggerated. This opinion might be supplemented by those of Mr. C. G. Wainford Luck, general manager of the Rand Gold Mining Co., who wrote in his last report that "underground, the Chinaman, taken all round, has absolutely no rival. He is hard-working and enduring beyond any other race—white, brown, or black—in this climate; he gives many evidence of ingenuity, and his love of gambling makes him prefer piecework. He has his faults, of course. * * * But his work is astonishingly cheap, especially if a little patience and trouble be taken to instruct him. No better evidence of the capabilities of these Chinese miners could be wanted than the way in which they carried out the work of straightening and re-timbering Koman Shaft, under condition that the white miners would not face." Returning to Hongkong, Mr. Skinner made it a point to communicate with the most reputable firms—both British and foreign—in the Colony with a view to obtain offers from them for the supply of coolie labour to the extent of from one hundred to two hundred thousand men. Tenders have been made, although one British firm declined to submit an offer under contract. They hold that the facility for obtaining a large number of coolies was somewhat doubtful unless touting was resorted to by the headmen who might have to take recourse to measures for securing emigrants from the interior which would at once be open to grave objection on the score of perfectly free emigration. This appears to be a generally conceded belief. It is thought that no difficulty will arise in connection with the first batch of some five or eight hundred who will be required to proceed to their destination as a sort of "trial" lot. But subsequently recruits may not be so easy

to obtain, granting that the great difficulties which will undoubtedly be met with the Chinese officials in the recruiting territories are satisfactorily overcome. From one tendering firm upon whom our representative called this morning, we learnt that the offer of 775. 6d. per month is far too low to make it tempting for supplies of labour from this side. The net rate of £3. 17s. 6d. would be satisfactory enough but for the inclusion of food and transport which have to be deducted from wages. The offer is regarded as an extremely venturesome one and which firms of high standing would not care to make. The importation of Chinese labour now for the South African mines seems, however, practically assured. There has naturally been a great deal of hesitation in resorting to this expedient, and if any practicable alternative had been possible it would have been eagerly seized upon, as the objections to introducing the yellow element (and especially Chinese) are not regarded by any means as entirely sentimental. But what has mainly weighed with the authorities in adopting a less hostile attitude on the subject is the fact that the present supply of Kaffirs is not sufficient for the requirements of farmers, and other residents, apart from the mine owners, and unless the supply could be increased, "boys" would be tempted away from the land by the offer of higher wages than private individuals could afford to pay. Moreover, there is the question of the extensive public works in contemplation, which could not be started till a better supply of labour is available. Such considerations have been gradually bringing the opposition into line. Draft legislation, says a telegram to the *Daily Mail*, is in preparation, consisting of laws prohibiting immigration to the Transvaal except under indentures. Provision is also being made for repatriation at the end of the contract and for enforcing registration for the identification of Asiatics under the penalty of summary expulsion. The following are to be the conditions for the employment of Asiatics:—(1) They shall be used exclusively in mining and public works; (2) No employer shall be allowed to use less than 200; (3) Total prohibition under a penalty for an employer to use Asiatics as skilled artisans; (4) Employers must deposit a sum to cover the cost of repatriation at the termination of the engagement. All the leading financiers are now on the side of the introduction of Asiatics, and a majority of the papers is pro-Chinese. Financiers expect the introduction of Chinese to commence in October, and within three months all the mines will be supplied. This is expected that far more difficulties will be met in the way of prompt shipping of free emigrants than seem at present to be realized. In any event, it is more than doubtful if two hundred thousand will be available in so short a period as three months. It is true that there are the teeming millions of China to recruit from; but South Africa is a long way from the recruiting ground and those of the Chinese who are there are far from unanimous in regarding the country with the same degree of favour and popularity that they do the Federated Malay States.

LOCAL AND GENERAL.

A PROMENADE concert is being held on the lawn of Pagoda Bungalow, Kowloon, on Saturday.

THE French armoured cruiser *Montcalm* has arrived at Woosung flying the flag of Admiral Marechal.

You want an Opera glass from LeMunyon's 31, Des Vaux Road, before they are all gone.—*Advt.*

THE *Japan Times* calls Count Itagaki's new party "a mixed gang of bribe-takers, ex-soldiers and doubtful socialists."

THREE cases of plague were notified during the twenty-four hours ended at noon to-day. Two proved fatal. The total since January 1st is now 1,368.

PRIOR to the departure of the cruiser *Leviathan* for the China Station members of the Navy League went over her as she lay in Port-mouth dockyard.

SIR Hector MacDonald's will has been proved for £4,402. It is dated Umballa, 1899; and everything is left to his son. The will directs that the charge "Knowall" be shot.

THE Borneo Syndicate has received the following telegram from Mr. Robertson (mining expert in Borneo) referring to Manganese: "Width of the lode is 11 ft; lode well defined; lode shows every indication of permanency; tons in weight 1,000."

THE joint service of the Eastern Extension and Great Northern Telegraph Companies will be discontinued from the 1st August; when each Company will then have its own separate counter where telegrams will be accepted for transmission by either Company's line.

It is not considered etiquette for a barber to assault a landlord and cause general disturbance in which glasses, flowerpots and articles of furniture are smashed. For such disorderly conduct one of the barbers at the Western Hotel was this morning ordered to pay \$5.

Fine line of rubber dating stamps and numbering machines just received by LeMunyon, 31, Des Vaux Road.—*Advt.*

DAME Deborah Bowring (85), of Heavtree, Exeter, widow of Sir John Bowring, has left estate valued at £13,891.

FOR depositing the dead body of a newly-born child in Sing Wong Street, a native had to pay \$100, or do three months' hard labour.

RAMES has appeared in the district of Kuala Lumpur. Muzzling is now resorted to as preventive, as well as the destruction of vagrant dogs.

AMONGST the last list of calls to the Bar were the following: Middle Temple, Mr. R. E. Bellios; Gray's Inn, Mr. J. W. Jones, Deputy Registrar of the Supreme Court of Hongkong.

LORD Stanley, replying to a complaint regarding the issue of war medals said that 390,261 medals and 982,070 clasps had been distributed up to the 30th ultimo, and they were expediting production.

THE London correspondent of the *Pioneer* telegraphed on July 10:—Japan has demanded to be paid the difference between the silver and gold rate on the last instalment of the Chinese indemnity.

THE tenth and final special edition of the *Eton College Chronicle* has been issued giving the list of Etonians who served in South Africa as 1,415, of whom 453 were mentioned in despatches, 129 were killed, and 148 wounded.

10 days only, 10 days, Brownie Kodaks for \$5 at LeMunyon's, 31, Des Vaux Road.—*Advt.*

THE *Koelnische Zeitung* publishes a despatch from Washington characterizing as absolutely groundless the report that the United States Government was about to impose a counter-vailing duty on German cartel sugar.

THE King's telegram to President Roosevelt said:—"I have great pleasure in entertaining Admiral Catten and the Captains of his squadron and have just proposed your health with every feeling of cordiality and friendship."

PENANG is doing all it can to encourage Japanese immigration to the Settlement and the Native States on the same footing as immigration from India. 100 selected Japanese immigrants were expected to arrive for the Straits Sugar Company last week.

THE *S. F. Press*, referring to cruelty to animals in Hongkong, suggests that power might be given to the Sanitary Board to deal with such cases. That body has quite enough to occupy the whole of its time without taking upon itself work that should properly be carried out by other authorities.

at the *Leviathan*, have been made Buchanan-Hamilton, to the *Leviathan*, to date June 20; Engineer Sub-Lieutenant J. W. Baguley, to the *Leviathan*, to date June 24; Midshipman, A. Gordon, to the *Vengeance*, to date June 13.

THE Imperial mail, s.s. *Silvia*, with time-expired hands from Kiaochow (of the East Asiatic station), arrived at Wilhelmshaven on the evening of 19th June. The returning men were, of course, heartily welcomed by bands as well as by cheers of the crews of the naval vessels in the harbour. The *Silvia* took home 20 officers and 700 subaltern officers and men, besides five prisoners, who were landed first.

THE *Universal Gazette* hears that a deputy of the Tartar General of Kirin (Central Manchuria) is now in Shanghai with the object of purchasing 3,000 stands of modern rifles to take back to Kirin. This, continues that paper, is the second time a deputy has come from Kirin to Shanghai to buy 3,000 rifles within the space of a few weeks and it is stated that the Kirin Tartar General wants the arms to prepare against the eventualities of war.

By kind permission of Major Radcliffe and Officers, the band of the 33rd Burma Infantry will play the following programme at the Kowloon Hotel, during dinner, to-morrow evening (weather permitting):—

Marche, "Zaza".....Klein
Overture, "Lodjaka".....Cherubini
Selection, "Little Christopher Columbus".....Ivan Caryl
Song, "The Flight of Ages".....Hovav
Selection, "The Little Maid".....Rubens
Valse, "Amour, Amour".....Albini
Bacchante, "Caractéristique".....Canterno

THE Russian Minister of Finance has decided to continue for another decade the privilege hitherto enjoyed by all Russian vessels—that is, all ships carrying the Russian flag, trading to the Far East—of having the Suez Canal dues refunded by the State Exchequer. Of late years this privilege has cost the Imperial Government about £100,000 per annum. The Volunteer Fleet Association has, of course, been the chief beneficiary under this preferential treatment, but as the Fleet is really an adjunct of the Imperial Navy, it is only a matter of accounts.

ON Friday at about 1 a.m. four long-sentence men contrived to make their escape from the British Consular Guard, Shanghai. They gagged and handcuffed the warder on duty and took his keys. How they managed to reach the warder at such an hour is inexplicable. The men are all desperate characters, and as far as we can ascertain the two Americans charged last year with stealing Mr. Derby's houseboat are among them. The police are making a diligent search for the fugitives, but so far have been unsuccessful. The whole affair seems to have been most carefully planned.—*N. C. D. News.*

LeMunyon has the finest line of Opera glasses ever looked through. Prices extremely low.—*Advt.*

THE following notification appears in the *Gazette*:—The Hongkong Regiment: Subadar Fakir Muhammad relies on pension.

At the Magistracy this morning a Celestial had to pay \$10 or go to gaol for three weeks for assaulting a Chinese woman on Queen's Road last night.

THE Superintendent of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donation to the Building Fund of the Maternity Hospital:—Lady Goodman ... \$5

THREE "Weary Willes of German extraction," as one of our Manila contemporaries would probably term certain unemployed representatives of the Fatherland, who were wandering abroad without any visible means of subsistence, were sent to the House of Detention this morning.

Don't neglect this chance to get a fine Kodak for \$5 at LeMunyon's; 10 days only.—*Advt.*

THE *Sin Wan Pao* gathers that there are at present fifty-eight Russian warships including torpedo boats in Port Arthur, twenty-eight warships in Vladivostok and ten at Newchwang, while the Japanese navy consists of one hundred and ten warships at different ports of the Far East.

MR. Stand states that if Russia evacuated Newchwang she could starve out that port by constructing a new emporium three miles further up the river at a place called Inkou. Special advantages would be offered to ships engaged in the import trade if they would stop at Inkou instead of going down to Newchwang.

A FIRE broke out in Gough Street shortly after half-past seven last evening, and the Fire Brigade had considerable difficulty in getting it under control. The first and second floors were entirely gutted, while the upper storey was considerably damaged. When the roof fell in several Chinese narrowly escaped injury.

JAPANESE Minister Takahira, at Washington will not go to Japan this summer to spend his vacation. He has been requested by his Government to remain in America indefinitely in view of the importance of diplomatic business now pending. The Minister had been granted six months' leave, to begin July 1st, and was about to leave for San Francisco en route home.

GUNNERY-Lieutenant A. A. M. Duff, of the *Majestic*, has begun improving upon Captain Percy Scott's mechanical appliances, and, if all one hears be true, other officers are applying their ingenuity in the same direction. It was not to be expected that Captain Percy Scott's inventions spoke the last word that was to be of originality. They had the merit of originality.

CHINA IN MANCHURIA ARMING.

A Moukden dispatch states that the Chinese officials in the various cities and towns of the three Manchurian provinces have received secret instructions from their Tartar Generals to raise as many able-bodied men as possible within their respective jurisdictions, whilst arms of modern make have also been distributed to the officials concerned. It is computed that the Chinese authorities in Manchuria have already distributed in secret at least 60,000 stands of Mausers with 200 cartridges for each, so that in the provincial capitals Moukden (Fengtien province) Kirin (Kirin province) and Tsitsihar (Heilung-chiang province) there is quite a dearth in firearms of modern pattern. When the Russians came down from Siberia in 1900 the mandarins buried large quantities of their Mausers and ammunition in all sorts of unlikely places—to be dug up in times of emergency. In June last, however, some one gave the secret to certain Russians and this becoming known the arms were hastily and as quietly as possible transported to the officials of smaller cities so that when search was subsequently made by the Russians very few arms were discovered by them. Whether the newly raised men are meant by the mandarins to give assistance to the Russians in the event of war with Japan is an open question, but more probably the Manchus will look on at the struggle and then join the victors in crushing more completely the vanquished.—*N. C. D. News.*

IMPORTED SUGAR.

The rules, published with the notification of the Government of India, dated the 14th August, 1902, for the identification of sugar chargeable on importation into India with an additional or special duty provide that the certificates of exporters relating to sugar shipped from a port in any country other than the United Kingdom shall be attested by the British Consular Officer at the port in such country. It has now been brought to notice that sugar is shipped to India from certain ports in Java, and from Penang, Hongkong and Mauritius, where there is no British Consul; and the Government of India have been pleased to decide that at the ports mentioned the signatures of certain specified officials may be accepted by Collectors of Customs in lieu of the signature of a Consul, unless the Collector considers in any particular case that further inquiry should be made. In the case of sugar liable to additional or special duty shipped to India from other ports at which there is no British Consul, the Collectors of Customs should exercise the discretion allowed to them.—*Rangoon Times.*

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be held on Friday. The Hon. Shewan will ask whether the recommendation of the Public Works Commission, that the following additions be made to the Public Works Staff, viz.:—2 Executive Engineers, 1 Assistant Engineer, 5 Overseers, and 1 Clerk; has been carried out, and if not, why not? Several new bills will be read a first time.

SANITARY BOARD.

A meeting of the Sanitary Board will be held to-morrow at 4.15 p.m.

ORDERS OF THE DAY.

Additional Standing Orders.
The report of the Sanitary Surveyor for the quarter of 1903.

Mr. Pollock, pursuant to notice, will move:—That a Sub-committee of the Board be appointed to consider what amendments appear to be desirable in the Public Health and Buildings Ordinance, 1903, and to report thereon to the Board.

G. A. WOODCOCK,

Secretary.

Agenda.—Correspondence relative to the erection of the Disinfecting Station at Kowloon. Correspondence relative to the proposed erection of a public latrine on a triangular space behind the Harbour Office.

Application for extension of time to remove the illegal cubicles and cement the kitchen walls, in No. 4, Gough Street.

Letter from Sir Robert Hart re the supply of plague returns by Commissioners of Customs at Swatow, Canton, &c.

Applications for the registration of Nos. 148, Hollywood Road, 124, Market Street, ground floor, and 55, Wellington Street, as bake-houses, and for the renewal of such licence in respect of No. 81, Queen's Road West.

Application for the registration of No. 17, Elgin Road, Kowloon, as a dairy.

Applications for the registration of Nos. 10, Lower Lascar Row, and 192, Queen's Road West, as fuel-burning establishments, and for the renewal of such licences in respect of Nos. 480, 490 and 498, Queen's Road West.

Further correspondence relative to the renewal of the bake-house licence for No. 228, Queen's Road West.

Petition from Kau Chun, scavenging contractor in Kowloon City, &c., relative to the erection of a privately-owned public latrine on a certain site in Kowloon City.

Report by the Colonial Veterinary Surgeon on a sample of pork sent by Mr. O. F. Ribeiro for examination.

Further correspondence relative to the plan of 15 houses proposed to be erected on Aberdeen Inland Lot No. 76.

Applications for exemption from the provision of a yard for Nos. 244, Queen's Road Central, 2, Pokfulam Road, 48 and 58, Des Vaux Road Central, and for a modification of section 180 of Ordinance No. 1 of 1903 in respect of 6 houses proposed to be built on Kowloon Inland Lot No. 900, and No. 27, Shukley Street.

Monthly statistics for the week ended June 13th and 20th, 1903.

Application requesting that the ground floors of Nos. 50, 52 and 54, Lower Lascar Row, may be occupied as domestic dwellings.

Time-washing return for the fortnight ended 21st July, 1903.

Rate return for the fortnight ended 27th July, 1903.

Plan of houses to be erected on Kowloon Inlands Lots 1, 104 and 1, 105.

Plans showing yard spaces of houses on Reclamation Marine Lots 63A and 63 section 1.

Further correspondence relative to the application for exemption from the provision of backyards for Nos. 48 and 58, Des Vaux Road Central.

Application relative to concreting the ground surfaces of the basement, yard, servants' quarters and kitchens of No. 23, Robinson Road.

Application for the registration of No. 26, Elgin Street, Tsim Sha Tsui, first floor, as a public laundry.

Correspondence relative to the appointment of all existing Sanitary Inspectors to be Inspectors of Nuisances under the Sale of Food and Drugs Ordinance, 1896.

Correspondence relative to the prohibition against the importation of Dogs from Shanghai.

Application for exemption from the provision of backyard for premises No. 2, Des Vaux Road West, and for a modification of the requirements of Section 56 of Ordinance No. 13 of 1901 as amended by Section 3 of Ordinance No. 23 of 1901 in respect of Nos. 11, 13 and 15, Taipingshan Street, Nos. 189, 200 and 202, Hollywood Road, Nos. 2 and 4, Kramer Street, and for a modification of the requirements of Section 175 of Ordinance No. 1 of 1903 in respect of No. 49, Market Street, No. 125, Queen's Road West, No. 244, Queen's Road West, ground floor.

SHIPPING AND MAILS.

English (*Valentin*) 31st inst.
American (*Hongkong Marine*) 4th prox.
German (*Kiautichou*) 5th prox.
German (*Prinz Heinrich*) 5th prox.
American (*City of Peking*) 13th prox.
Canadian (*Empress of India*) 16th prox.

The C. S. S. Co.'s s.s. *Lothian* from San Francisco on 29th inst.

The P. & O. S. N. Co.'s s.s. *Nankin* left Singapore for this port on 28th inst., at 2 p.m.

The C. S. S. Co.'s s.s. *Chingwa* from San Francisco, 3rd inst., left Moji on 28th, and is due here on Sunday next.

The C. P. R. Co.'s s.s. *Empress of India* left Vancouver p.m., 27th inst., for Hongkong via the usual Ports of Call.

The N. T. L. Co.'s s.s. *Lyra* sailed from Victoria for Yokohama and the usual ports on 25th ult., and is due here on or about 15th prox.

The Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

TELEGRAMS.

(Reuter's.)

Chinese Labour for the Transvaal.

LONDON, 25th July.
A foreign Consul at Johannesburg has received a cable from Hongkong offering 200,000 Chinese labourers for five years' service at 77/6 per month, food included, the Mines to arrange for transport, the cost being deducted from wages. The offer has been submitted to the Industry.

The Late Pope's Successor.

July 27th.
It is expected that the Conclave will be held on the 31st instant will consist of 62 Cardinals, making the 41 votes necessary to elect a new Pope; the Cardinals of Rome present number 45.

Great Britain and Germany—Commercial Relations.

It is understood that negotiations for the future commercial relations of Great Britain and Germany still continue by means of an exchange of notes between the two Governments.

Railway Accident at Glasgow.

An excursion train, running into the terminus at Stenlocks Station, Glasgow, crashed into the buffers, killing thirteen and injuring twenty passengers.

The Royal Visit to Ireland.

The King and Queen have arrived at Belfast and met with a reputation of the enthusiasm shown at Dublin.

Russian Aggression on Korea.

Tokyo, 24th July.
Replying to the Russian Minister, Mr. Pavloff, the Korean government points out that the sanction of Korea has been previously obtained for all telegraphs hitherto constructed in connection with the enterprises of foreign concessionaries, whereas the Russians in the present case have not sought any sanction.

Another Legitimate Grievance.

Tokyo, 24th July.
The Japanese journals strongly criticise Russia's official declaration consent to the opening of ports in Manchuria, inasmuch as such a declaration addressed direct to the Powers involves the assumption of Russia's sovereignty over Manchuria.

Mr. Chamberlain's Zollverein.

London, 24th July.
Speaking in the House of Lords, Earl Spencer expressed his belief that while the Duke of Devonshire stood firm, the Cabinet would never adopt Mr. Chamberlain's policy. The position of the Government is simply that there is a case for inquiry.

The Passing of the Pope.

London, 24th July.
The remains of Pope Leo XIII are lying in state at St. Peter's. Fifteen thousand persons passed by in the first two hours.

THE NEW P. & O. FREIGHT CARRIERS.

TWO OF THE COMPLETED VESSELS.

A brief reference was recently made to the new and large freight-carriers being built at home for the P. & O. Co., and additional particulars are now to hand of two of the completed vessels.

The *Pera*, which was launched, just before the last mail left, by Messrs. Workman, Clark & Co. Ltd., Belfast, is a twin screw steamer of 7,600 tons, and has been specially built to meet the requirements of trade in the East. She is 196 feet long, 57-1 feet wide, and 35-9 feet deep, and is fitted with necessary appliances of the most approved type for the expeditious handling of large cargo. The cargo space is divided into six spacious holds, which have been specially arranged to provide unobstructed space for the reception of general cargo of the bulky nature associated with the modern Eastern trade.

The *Pierina* has been launched by Messrs. Barclay & Co. Ltd., at Whiteinch on the Clyde. She is a sister ship to the *Peru*. In addition to being a freight-carrier, she has a commodious space for limited number of passengers under the bridge in commodious state rooms.

DOOM OF THE CURRENCY NOTE.

PENNY WISE, POUND FOOLISH.

Calcutta, 12th July.
The Government of India is contemplating stopping by legislation the practice by the public of remitting money through the post by means of currency notes exceeding five rupees in value. They intend to withdraw the privilege whereby currency notes are not only cashed at the office of issue but also at the presidency town in which that office is situated.

Their view is that while the public remit money in currency notes at a trifling cost for postage, the Government has to carry bullion and pay transport charges to places where notes are cashed.

The intention of Government is to introduce a system of treasury transfers which the public will be able to take advantage of by payment of a nominal fee.

Allahabad, 12th July.
The *Pioneer* says that the Government of India is apparently quite decided upon re-introducing at next Calcutta session a measure which will cancel the present convertibility of sub-circle currency notes at the headquarters of the respective circles. The case for the curtailment of the powers of the sub-circle note seems to that journal unanswerable.

ASK FOR ASAHI JAPANESE BEER—G. Giralet.

DELAYS IN THE SUPREME COURT.

OBSERVATIONS BY THE CHIEF JUSTICE.

At the Supreme Court this morning, before the Chief Justice, Sir W. M. Goodman, the case was called of Li Yu Nam and others against Kwong Hau Chau, No. 91 of 1899. The Deputy Registrar (Mr. Seth) said that the solicitors were Messrs. Wilkinson & Grist and Messrs. Deacon & Hastings. Neither party appeared.

His Lordship said—I understand that the defendants contend that the case was settled by some arrangement some time ago, and the defendants do not come here to dispute that settlement. I think I must deal with this case under Section 295 of the Civil Code, and that Section says that when a cause is called on for trial, if neither party appears, the Court may, if it think fit, strike the cause out of the trial paper. I strike this cause out of the trial paper under Section 295 of the Code. I should like to make one or two observations with regard to delay on the part of the parties in bringing on causes for trial which have been set down for trial a long time ago, and have been transferred in due course from the general trial list to the trial paper. A cause is set down for trial in the general paper when the parties apply to the Court to have it set down. When in due course it is transferred from that general trial list to what is called in the Code the trial paper, due notice of that is given to the parties, and they ought to be ready for the cause to be heard when it is reached in consecutive order. Now, some time ago I looked carefully through the trial paper, the paper that is, of cases which are ripe for hearing and are only awaiting the hearing by the Court when the Court has an opportunity of hearing them; and I noticed that at the head of that trial paper there were three actions which, it appears to me, ought to have been disposed of long ago. The first of these was the case No. 84 of 1899 (Hung Wan Yuk against Ng Lee Hing), and that was set down in the trial paper on the 30th of July, 1902—that is, practically three years ago. Yet neither of the parties brought that cause on, and so here was an old cause with which nothing was being done and in which no steps had been taken for three years. I called attention to that and peremptorily fixed this day, the 29th of July, having given the parties full notice, for the hearing of that cause. The result of that was that the parties withdrew the cause, showing that it had no business to encumber the list; and if they did not wish the cause brought on either side they ought to have communicated with the Registry and had it struck out of the list. That was a claim to a trade-mark and goodwill. Well, then, I look the same steps in the present case of Li Yu Nam and others against Kwong Hau Chau, which had been set down for trial in the trial paper in the end of November, 1901. Now it appears that neither party is prepared to go on with the cause or wishes it gone on with, and some paper has been filed by the defendants themselves from which they seem to have settled the matter by some reference in China, much of the subject-matter of the action having taken place in China. It is but right to say that the defendant's solicitors gave notice of that in the Registry, but I should like to point out that the proper party to give that notice is the solicitor for the plaintiff. Section 317 of the Code says that if an action is settled by mutual agreement or compromise the agreement is to be recorded and the action disposed of in accordance therewith. And then, too, Sub-section 2 of the same Section (No. 317) says that notice of such compromise is to be given by the plaintiff, or if a solicitor is employed, by his solicitor to the Registry, together with such particulars as may be required of him, within one week after the same has been made, and in default thereof plaintiff or his solicitor, as the case may be, shall be deemed guilty of a contempt of Court and shall be liable to be proceeded against and punished accordingly. Well, it appears now that neither party wishes to go on with this case and it has been settled, and if I had not taken the peremptory step of fixing this day it would have gone on year after year encumbering the list and making it appear as if there was considerable delay in this Court in hearing causes which are on the list. Well, there was a third cause which I had fixed for to-day, a cause which was begun earlier than any of the others. It was begun in 1897 and it was set down in the trial paper to come on for trial in February of 1901. Neither party took any steps to bring it on. It was a claim for an injunction and damages. The result of my fixing to-day was that yesterday a summons was heard on behalf of the defendants, asking for further security for costs as the plaintiff was a person resident without the jurisdiction of the Court, and I granted an order requiring \$3,000 more to be given as security for costs within three weeks, and if that was not done the action should stand dismissed with costs. I only make these remarks because I see there are some other actions which have been put down for hearing, none, I think, in an earlier stage than last year, and I want to point out that if there is delay in settling these matters the delay is the fault of the parties themselves and not of the Court. On the part of the Court there is a strong desire that justice should be administered as promptly as possible. I trust that those solicitors who have causes that have been down for a long time will bring them on for trial or have some valid reason why they should not actually be tried. Recently I have been asked to deal with various cases which have been set down for only three or four weeks while there are others that have been set down for a year and a half that have never been brought on by the parties at all. I naturally wish to take the cases, as far as I can, at such time as is most convenient to the parties; but I do not want to be trying

PROF. SHARP AND THE ORIENTAL PROBLEM.

Prof. E. Hamilton Sharp, who is now in America, has been interviewed, and is reported as having urged a change in Canadian and United States immigration laws so as to admit Chinese labour. A Vancouver exchange of 5th July says:—

Among the visitors to the City at the present time is Professor E. Hamilton Sharp, a veteran English educator, who for many years occupied the chair of English Literature in the University of Kyoto. Professor Sharp arrived here on the R. M. S. *Empress of China*, and since that vessel's arrival in port has spent the time in visiting Victoria and the cities of the Sound. This is not his first visit to Vancouver as he was here some four years ago in company with his brother, who was unfortunately taken ill during his stay and died here. The late Mr. Sharp was engaged in business in the Orient and his brother is now winding up his estate. This necessitates his residence in the Far East during the greater part of the year and also a considerable amount of travelling between Oriental ports. Whenever possible Professor Sharp always takes the *Empress* liners as he considers them the most comfortable vessels on the route and he estimates that he has taken at least fifty trips in the C. P. R. steamships.

On his last journey across, Professor Sharp had Mr. J. D. Farrell, President of the Northern Steamship Company, as a fellow passenger, and at Mr. Farrell's invitation accompanied him to Seattle in his private car. While in Seattle Professor Sharp was interviewed on the Chinese question and expressed himself as strongly in favour of the repeal of the laws excluding Chinese from the United States, the abrogation of all present restrictions on the ingress of Chinese labourers, and the imposition of such regulations only as shall confine the labour of Celestials to a very limited field.

In discussing the affairs of the Chinese, and urging their admission into the United States, Professor Sharp appears by no means as a special pleader in behalf of the Orientals. He recognises their intellectual limitations and their unavailability for American citizenship; he is strongly opposed to the wholesale admission of the Chinese into competition with the white labour of this or any country; but he speaks with high commendation of the industry and docility, especially of the coolie classes, and regards the service of these classes as invaluable in the fields naturally avoided by intelligent white labour except as a last means of livelihood.

MANY YEARS' RESIDENCE.

Professor Sharp bases his opinions on personal observations during eighteen years' residence in China and Japan, and an implicit confidence in the judgment of his brother, now dead, who for forty-two years was a large employer of labour in Hongkong, and heavily interested in the commerce of the Orient.

"The ordinary objections felt and expressed to Chinese labour," said Prof. Sharp, "are mistaken and fallacious. That the Chinese are most industrious and make themselves most valuable by their work no one disputes; that their general admission into this country would bring down wages is also indisputable if they are to be allowed to engage in any and every kind of work. But there would be no such effect as this if the Chinese were confined to the field of absolute labour—in the field, laundry and household and other carefully specified occupations which white people do not care for.

There is a constant and pressing demand for labour in certain lines, which whites, with their superior intelligence and higher ambitions do not attempt to supply. Large interests frequently suffer, and hardship is entailed upon whole communities for lack of this common labour, and it is here that the Chinese would prove invaluable. The present laws have the effect of admitting certain classes of Chinese, who establish direct competition with white merchants and skilful labour, but exclude the working Chinese from a vast and unoccupied field in which their efforts could not fail to benefit the whole country.

HAVE NO INFLUENCE.

It is urged against the Chinese that they send their money back to China. This objection does not hold good for the reason that they cannot save more than a tenth of their earnings, so that for every dollar sent back to China, each Chinese leaves from \$9 to \$10 of his coin and labour in this country. Another objection is that the Chinese have a vicious moral influence; but it is my observation that their influence, so far as it may extend to the whites of any community, is nil. They do not care to mix with the whites, but remain detached, and therefore have no influence beyond their own race.

Foreigners in the Orient at first conceive a dislike to the Chinese, chiefly on account of their unapproachability and personal habits; but when they come to know the race, such dislike invariably gives way to respect and confidence.

THE London Graphic of June 27th contains matter of local interest, a special supplement, illustrated by that well-known painter of military subjects, Mr. George Scott, giving coloured facsimile drawings of types of the Russian army, included in the issue are sketches of some of the prominent features of the Osaka Exhibition, and a full-page drawing, entitled "An audience with the Empress Dowager of China."

ASK FOR ASAHI JAPANESE BEER—G. Giralet.

WILLIAM POWELL, LIMITED.

The following is the report for presentation to the shareholders, at the second ordinary general meeting to be held at the company's premises, No. 28, Queen's Road Central, on Wednesday, 5th prox., at noon:—

To the shareholders of William Powell, Limited.

The directors now beg to submit their report on the working of the company for the year to 30th June, 1903.

The profit and loss account, including the sum of \$1,182.85 brought forward from 30th June, 1902, shows a credit balance of \$26,961.39, which your directors propose to appropriate as follows:—

To pay a dividend of 10 per cent., absorbing..... \$12,000.00
" Write off stock on hand..... 7,000.00
" " fixtures and fittings..... 1,566.85
" " goodwill..... 1,265.40
" " bad debts..... 371.72
" Carry forward to new account..... 4,757.42

\$26,961.39

DIRECTORS.

In accordance with the articles of association, Messrs. Thos. H. Reid and W. Clement Drew retire, but are eligible for re-election.

AUDITOR.

Mr. W. H. Gaskell having returned to the Colony resumed the audit of the books and accounts, and your directors recommend his re-election.

THOS. H. REID, Chairman.

Hongkong, 20th July, 1903.

BALANCE SHEET FOR YEAR ENDING 30TH JUNE, 1903.

Capital 120,000 shares at \$10..... \$1,200,000.00
Bills payable..... 773.85
Accounts payable..... 3,267.20
Dividends uncollected..... 142.50
Profit and loss account..... 26,961.39

\$1,144.92

Assets.
Stock on hand..... \$100,935.40
Fixtures and fittings..... 4,166.85
Goodwill..... 6,265.40
Cash in Hongkong & Shanghai Bank..... 28,186.69
Cash in hand..... 2,090.06
F. A. V. tall, London agent..... 1,089.75
Accounts receivable..... 8,450.77

\$151,144.92

PROFIT AND LOSS ACCOUNT FOR YEAR ENDING 30TH JUNE, 1903.

To directors' and auditors' fees..... \$1,102.00
" Balance..... 26,961.39

\$28,063.39

By balance from 30th June, 1902..... \$4,182.85
" bad debts recovered..... 865.41
" interest account..... 437.18
" transfer fees..... 33.10
" Balance of working account..... 27,522.85

\$28,063.39

R. G. HECKFORD, Manager.

I have compared the above statement with the books and vouchers of the company and have found the same in accordance therewith.
W. H. GASKELL, Auditor.

Hongkong, July 20th, 1903.

THE RUSSO-CHINESE BANK.

AN IMPORTANT BRANCH.

A branch of the great Russo-Chinese Bank will be established in this city, states the *San Francisco Call* of 21st ult. With the progress of the gigantic railroad that spans the prodigious breadth of the land of the White Bear and the march of the Russian arms to their manifest destiny of wide dominion on the Pacific, the financiers of Russia have kept pace. The Russo-Chinese Bank was established by a great aggregation of capital, equal to many millions of American treasure, for the purpose of facilitating commerce between Russia and China. The establishment of a branch in San Francisco, so says Consul General Paul Kosakovich, probably means that the facilitation of commerce between Russia and San Francisco is in view.

The Russo-Chinese Bank already has a branch at Dalny, on Tallienwan Bay, above Port Arthur, which is to be the great commercial port of Russia on the Pacific Ocean. Another branch is at Kirov and runs south through Manchuria, upon which the mighty Mu covie has placed his strong hand. At Port Arthur is his great military station. At Dalny is the first of his chain of banks that is already about to take in another link in this city, crossing the ocean.

Already the tide of travel from Moscow is setting out toward the Pacific coast across Siberia and through Manchuria. The railway is completed from Moscow to Port Arthur. A contract has been let for a Pullman service from Moscow to the Pacific. Thousands of Russian soldiers have travelled over the line to the military posts. At last the dream of trade between the Russian empire and its friend, the American republic, is about to be realized.

Hence the significance of the establishment of a branch of the Russo-Chinese Bank in this city. The Muscovite has seen that the time is ripe for founding better financial facilities. The Russo-Chinese Bank is not a Government institution but it is countenanced by the Russian Government. In its management are engaged some of the foremost financiers of Russia.

Consul General Kosakovich does not know who will be in charge of the San Francisco branch of the bank. At various times different names have been mentioned in connection with the position of manager or agent. Whoever is selected will be a person of ability, and his mission, in addition to managing the finances of the institution here, will be to promote friendly feelings with the people. The ports to the north of San Francisco on Puget Sound have been boasting that they would do the business between the United States and Russia. Significantly the Russians select this port for the establishment of the first of their financial branches on the Pacific.

ASK FOR ASAHI JAPANESE BEER—G. Giralet.

CURRENCY OF INDO-CHINA.

The report of the Inter-Ministerial Committee appointed in Paris to consider the question of the currency in French Indo-China has not yet been made public, though it is known that it has been drawn up. Sufficient seems to have leaked out, however, to give an indication of what has been suggested, and this shows that the statement we have previously made is the correct one. It is proposed to get rid of the Mexican dollar as rapidly as possible, and to have the commercial dollar as sole legal tender. Sufficient of the latter dollars would be provided with the least delay to suffice for the wants now served by both classes of dollars. On this being achieved the Mexican would be demonetised. Thereafter a similar course to what has been pursued in India, since the closing of the mints in 1893, would be adopted, and the commercial dollar worked up to 2.50 (it is said) by the starvation process. This figure would be in consonance with the proposed rate for the dollar in the Straits Settlements, and for such other parts of the Far East as have carried out the process of conversion, or are engaged in doing so at present. The scheme, of course, as feasible as that being put in force in the Straits, but it has the prior advantage that there is a coin ready at hand to be established.—*L. & C. Express.*

"VENGEANCE" AND "GOLIATH."

The recall of the *Goliath* from the H. M. Station, and the despatch of the *Vengeance* in her place, raises once more the question as to what is wrong with certain ships of the *Canopus* class. The *Goliath* was completed in 1901, and has, therefore, served practically a three-year commission; but the *Canopus* has been in commission as long, and if it were a case of efflux of time, the natural course would be to recommission her on her station with a new crew. We are, therefore, bound to conclude that some, at any rate, of this class are not satisfactory. The *Canopus*, also completed in 1900, is already at home in dockyard hands. She is a Portsmouth-built ship, engaged by the Greenock Foundry, while the *Goliath* was built at Chatham and engaged by Penn. Of the other ships of this class, the *Ocean* was built at Devonport, and the remaining three by contract. The faults, whatever they may be, however, are evidently in the boilers; yet the *Vengeance*, engaged by Vickers, is most favourably known as a reliable ship. Here are further paradoxes for the Boiler Committee to reconcile about the behaviour of the *Belleville*.

That the *Goliath* is coming home on account of defects is further proved by the fact that the moment of her recall is a most inconvenient one for the Admiralty. The *Russell* relieved the *Canopus* in the Mediterranean, and the *Exmouth* is on her way to relieve the *Victorious*. But though the *Duncan* and *Albemarle* should be available almost immediately, there is no ship at present which can take the place of the *Vengeance*. While, therefore, the China Squadron is not strengthened by the change, the Mediterranean Fleet will be one battleship below strength for a short while—or two if we reckon the *Hood*, whose place was not filled. Moreover, the *Republique* and *Rennell* are quite out of place in our principal fighting fleet, and it must be the desire of the Admiralty to replace them as soon as possible. It is not a very serious matter, as the four remaining "*Duncans*" will be available almost directly; but it points clearly to the fact that the *Canopus* class have not fulfilled expectations. The *Renown*, also, ought to be relieved as soon as possible if the promised homogeneity is to be obtained.

Though the exchange of the *Vengeance* for the *Goliath* will not strengthen the China Squadron, the despatch of the *Leviathan* will do so to an appreciable extent. It is said that she will be the flagship of Rear-Admiral Asheton Curzon-Howe, the new second-in-command. Her despatch to China appears to knock on the head the idea that a flying cruiser-squadron is to be formed to visit all parts of the Empire, with the object of linking up the various squadrons, though the *King Alfred* is still available for the purpose. The cruiser squadron in Chinese waters, with the *Leviathan* and *Cressy* at its head, will be formidable enough for all purposes, for there are four first, two second, and two third-class protected cruisers as well as ten in all—against eleven Russian and four French. With the Japanese in our scales we have nothing to fear in the Far East.—*St. James's Gazette.*

COMMERCIAL.

TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer..... 1/9
" Bank Bills, on demand..... 1/9 1/6
" Credits, 4 months' sight..... 1/9 1/6
" Debits, 4 months' sight..... 1/9 1/6
ON BERLIN, (demand)..... M. 1/70
ON PARIS, Bank Bills, on demand..... 2.20
" Credits, 4 months' sight..... 2.21
ON N. W. YORK, Bank Bills, on demand..... 42 1/2
" Credits, 30 days' sight..... 43 1/2
ON BOMBAY, Telegraphic Transfer..... 131
" On demand..... 131
ON SHANGHAI, Telegraphic Transfer..... 131
" Private to days' sight..... nom.
ON YOKOHAMA, T. T. 85 1/2
Sovereigns, Bank's Buying Rate..... 51/6 1/4
Gold Leaf too touch, per tael..... 60.10
Silver..... 25 1/2

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—
M. L. W. A. NEW..... @ 940/960
" 1st YEAR..... @ 980/1,000
" OLDEST..... @ 1,070/1,100
PATNA NEW..... @ 1,040
" OLD..... @ 1,015
BENARES NEW..... @ 1,040
" OLD..... @ 1,015
PERSIAN (PAPER)..... @ 747/800

TO-DAY'S Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY, AND FOOCHOW.

THE Company's Steamship

"HAITAN."
Captain Roach, will be despatched for the above ports on SATURDAY, the 1st August, at 3 P.M.

For Freight or Passage, apply to DOUGLAS, LARPAIK & Co., General Managers.
Hongkong, 29th July, 1903. [9036]

ASK FOR ASAHI JAPANESE BEER—G. Giralet.

TO-DAY'S Advertisements.

BANK HOLIDAY.

EXCHANGE BANKS.

[N accordance with Ordinance No. 6 of 1875 the Exchange Banks will be CLOSED for the Transaction of Public Business, on MONDAY, the 3rd August, from which Date each Hongkong, 29th July, 1903. [9036]

THE EASTERN EXTENSION & GREAT NORTHERN TELEGRAPH COMPANIES.

SEPARATE WORKING ARRANGEMENTS.

THE Public is hereby notified that the JOINT SERVICE of the Eastern Extension and Great Northern Telegraph Companies will be DISCONTINUED FROM THE 1ST AUGUST, from which Date each Company will have its own Separate Counter where Telegrams will be accepted for Transmission by either Company's Lines.

For The Great Northern Telegraph Company, J. M. BECK, Superintendent.
For The Eastern Extension Telegraph Company, J. M. BECK, Superintendent.
Hongkong, 29th July, 1903. [9036]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"NAMSANG."
Captain Geo. Payne, will be despatched as above on TUESDAY, the 4th August, at Noon, For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.
Hongkong, 29th July, 1903. [9046]

S.S. "TONKIN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Dordogne*, and from Bordeaux, ex s.s. *President Leroy Collier*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 4th August, at NOON, will be subject to rent and landing charges. All claims must be sent in to me on or before the 4th August, or they will not be recognised.

All damaged packages will be examined on TUESDAY, the 4th August, at 3 P.M. No Fire Insurance has been effected.
G. DE CHAMPEAUX, Agent.

Hongkong, 29th July, 1903. [10046]

THE BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "PLEIADES," FROM TACOMA, VICTORIA, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED, Agents.
Hongkong, 29th July, 1903. [874d]



THE POPULAR SCOTCH IS "BLACK & WHITE"



JAMES BUCHANAN & CO. SCOTCH WHISKY DISTILLERS. By Appointment to H. M. THE KING and H. R. H. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from LANE, CRAWFORD & CO., Queen's Road Central. [642d]

ASK FOR ASAHI JAPANESE BEER—G. Giralet.

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.		
FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"TEUCER"	On 30th July.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 8th August.
GLASGOW and LIVERPOOL	"KINTUCK"	On 13th August.
GLASGOW and LIVERPOOL	"PINGSUEY"	On 20th August.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 26th August.
GLASGOW and LIVERPOOL	"DEUCALION"	On 4th September.

S.S. "NESTOR" from Straits and Europe has arrived.

HOMewardS.		
FOR	STEAMERS	TO SAIL
MARSEILLES, L'DON & A'WERP.	"STENTOR"	On 4th August.
MARSEILLES, L'DON & A'WERP.	"TYDEUS"	On 10th August.
LIVERPOOL	"DIOMED"	On 20th August.
MARSEILLES, L'DON & A'WERP.	"NESTOR"	On 1st September.
MARSEILLES, L'DON & A'WERP.	"KINTUCK"	On 15th September.
LIVERPOOL	"PINGSUEY"	On 22nd September.
MARSEILLES, L'DON & A'WERP.	"GLAUCUS"	On 29th September.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"NINGCHOW"	On 30th July.
S.S. "AJAX" sailed from Victoria, B.C., on the 16th inst. for Japan Ports and Hongkong.	"DEUCALION"	On 6th September.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 29th July, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI and CHINKIANG	"IOHANG"	30th July
SWATOW, CHEFOO and TIENSIN	"KWEIYANG"	30th "
ILOILO	"WUCHANG"	31st "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

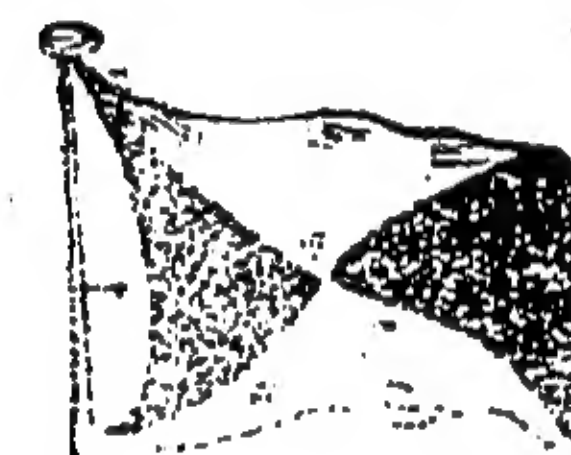
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 29th July, 1903.



Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
PERLA	1980	J. McGinty	ILOILO and CEBU	FRIDAY, 31st July, at 4 P.M.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 1st Aug., at 10 A.M.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 8th Aug., at 10 A.M.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 29th July, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To Sail
"INDRAPURA"	4,899	A. E. Hollingsworth	Aug. 14, 1903.
"INDRASAMITA"	5,197	W. E. Craven	Sept. 13, "
"INDRAVELLI"	4,899	R. P. Craven	Oct. 14, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAKAO	"CHIYO MARU"	G. Kitaka	THURSDAY, 30th July.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	FRIDAY, 31st July.
FOR FOCHOW	"ANPING MARU"	J. Goto	SUNDAY, 2nd Aug.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	THURSDAY, 6th Aug.
FOR ANPING	"MAIDZURU MARU"	T. Saito	SUNDAY, 9th Aug.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 8, Des Vaux Road Central.

Hongkong, 28th July, 1903.

T. ARIMA, Manager.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

HONGKONG-MANILA,

REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivaled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 8th July, 1903. [801e]

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW."

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey. Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.
No. 8, Queen's Road West.
Hongkong, 30th May, 1903. [322e]

EXCURSION TO MACAO AND BACK.

FOR PROCESSION OF OUR LADY OF MOUNT CARMEL AT THE CHAPEL AT TAIPA ISLAND, MACAO.

THE Chartered Steamship

"KINSHAN" will make a Special Excursion Trip to Macao, on SUNDAY, the 2nd August, 1903, leaving for Macao from her usual Wharf at 9 A.M. and returning to Hongkong at 10 P.M. A Steam-launch will convey Passengers to Kowloon, 10 minutes after the steamer's return.

RETURN FARE (No Single Ticket) \$2
Children under 10 years of age half the above Rate.

RETURN FARE including Tiffin \$4
including Tiffin and Dinner. 6 Table d'Hôte supplied by King Edward Hotel.

Intending Excursionists are advised to apply at the HONGKONG PRINTING PRESS, for Cabins at once, as there are very few left. Only a moderate rate will be charged for them.

The BAND of the 33rd Burma Infantry will play during the voyage.

Ticket may be had at—
MESSRS RITCHIE & CO.'S OFFICE,
THE HONGKONG PRINTING PRESS,
or on Board.
Hongkong, 29th July, 1903. [897e]

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROSETTA MARU	H. S. Smith	3,876	THURSDAY, 6th August, at 11 A.M.
ROHILLA MARU	E. P. Bishop	3,869	TUESDAY, 11th August, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 29th July, 1903.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG," Captain S. J. Payne, will be despatched as above on FRIDAY, the 31st instant, at 4 P.M. This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 27th July, 1903. [899e]

REGULAR STEAMSHIP SERVICE
TO NEW YORK,VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS)

PROPOSED SAILINGS FROM HONGKONG

1903.	About
"SAINT BEDE"	8th Aug.
"MOGUL"	25th Aug.
"BRAEMAR"	5th Sept.
"SATSUMA"	19th Sept.
"SHIMOSA"	30th Sept.

For Freight and further information, apply to

DODWELL & Co., (LIMITED),
Agents.
Hongkong, 27th July, 1903. [139d]THE AMERICAN ASIATIC STEAM-
SHIP COMPANY.STEAMSHIP SERVICE FOR NEW
YORK VIA THE SUEZ CANAL

THE Company's Steamship

"BARON DRIESEN," Captain Laurent, will be despatched as above on or about THURSDAY, the 20th August, to be followed by the s.s. "NORDKYN" later.

For Freight, &c., apply to
SHEWAN, TOMES & Co.,
General Agents.
Hongkong, 27th July, 1903. [999e]

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain SAMUEL BELL SMITH.

DEPARTURE from Hongkong (on Week Days) at 7.30 A.M., (on Sundays) at 8.30 A.M. From Macao (Week Days) at about 2 P.M. (Sundays) about 8 P.M.

FARE:—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5. 2nd Class, \$1.50; Return Ticket, \$2.50. 3rd Class, \$1; Steerage, 50 cents.

On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, \$2.1 Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5.

What? opposite Central Market.

The Steamer runs an Excursion Trip EVERY SUNDAY in Summer.

For Freight, &c., apply to—

SAM WANG & CO., LD.,
81, Queen's Road Central.

Hongkong, 24th June, 1903. [886e]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN," Captain Gibson, will be despatched for the above Ports, TO-MORROW, the 30th instant, at 10 A.M.

For Freight or Passage apply to
DOUGLAS, LARPAK & CO.,
General Managers.

Hongkong, 29th July, 1903. [902e]

FOR YOKOHAMA AND KOBE.

THE Steamship

"SITHONIA," Captain Hildebrandt, will be despatched for the above Ports TO-MORROW, the 30th instant, at 10 A.M.

For Freight, apply to
HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 29th July, 1903. [893e]

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR

FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, CAL-
CUTTA, COLOMBO, ADEN, SUEZ
AND PORT SAID.

(Taking Cargo at through Rates to the BRAZILS,
to SOUTH AFRICA, RED SEA, BLACK SEA,
LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"MARQUIS BACQUEHEM," Captain Rassevich, will be despatched as above on THURSDAY, the 20th August, P.M.

For Information as to Passage and Freight apply to

SANDER, WIELER & Co.,
Agents,
Prince's Buildings.

Hongkong, 27th July, 1903. [820e]

Intimations.

THE NEW FRENCH REMEDY

TRADE THERAPION MARK

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Rostan, Jobert, Volpaci and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 is a re-
sult of the latest scientific discoveries, and is a
valuable remedy for all diseases of the urinary
organs, effectually superseding injections, the use of
which does irreparable harm by irritating the
structure and other serious diseases. In dysentery, piles,
irritation of the lower bowel, cough, bronchitis, asthma, and
all diseases for which it has been too much a fashion
to employ mercury, THERAPION, as it is a powerful
sufferer's teeth and ruin of health. This preparation
purifies the blood, cleanses the system, and thoroughly
eliminates every noxious matter from the body.

THERAPION No. 2 is a
valuable remedy for all diseases of the urinary
organs, effectually superseding injections, the use of
which does irreparable harm by irritating the
structure and other serious diseases. In dysentery, piles,
irritation of the lower bowel, cough, bronchitis, asthma, and
all diseases for which it has been too much a fashion
to employ mercury, THERAPION, as it is a powerful
sufferer's teeth and ruin of health. This preparation
purifies the blood, cleanses the system, and thoroughly
eliminates every noxious matter from the body.

THERAPION No. 3 is a
valuable remedy for all diseases of the urinary
organs, effectually superseding injections, the use of
which does irreparable harm by irritating the
structure and other serious diseases. In dysentery, piles,
irritation of the lower bowel, cough, bronchitis, asthma, and
all diseases for which it has been too much a fashion
to employ mercury, THERAPION, as it is a powerful
sufferer's teeth and ruin of health. This preparation
purifies the blood, cleanses the system, and thoroughly
eliminates every noxious matter from the body.

THERAPION is sold by the pri-
mary and secondary dealers in the three kingdoms, and
all the above Trade Mark, which is a fac-
simile of the word "THERAPION" as it appears on the British
Government Stamp (in white letters on a red ground)
should be stamped large by order of His Majesty's Hon.
Commissioners and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited,
Hongkong, China and Manila.

[144d]

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's
Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.

The Superioress will also be most grateful
for any PAPERS or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 22nd April, 1903.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE, ROAD,
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China

Also widely circulated in Japan, Cochinchina, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week	1.25
One month	7.25
Two months	13.00
Three "	20.00
Six "	37.50
Twelve "	73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts	5 per cent.
6 "	10 "
12 "	25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages. At each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS,

CARDS,

CIRCULARS,

EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH
OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,
HONGKONG TELEGRAPH CO., LD.
1, Ice House Road,
Hongkong.

WEATHER-FORECASTS AND

STORM-WARNINGS ISSUED

FROM THE HONGKONG
OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast beside the Time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not imply that bad weather is expected here—

A DRUM indicates a typhoon to the Eastward of the Colony, (i.e., in the East quadrant, N.E. to S.E.)

A BALL indicates a typhoon to the Westward of the Colony, (i.e., in the West quadrant, S.W. to N.W.)

A CONE Point Upwards indicates a typhoon to the Northward of the Colony, (i.e., in the North quadrant, N.W. to N.E.)

A CONE Point Downwards indicates a typhoon to the Southward of the Colony, (i.e., in the South quadrant, S.E. to S.W.)

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather

Shipping.

Arrivals.

Haimun, Br. s.s., 636, Gibson, 28th July.
Tamsui 26th July, and Amoy 27th, Gen.
D. L. & Co.

Pleides, Am. s.s., 2,932, Purington, 28th July.
Shanghai 24th July, Flour—Doddwell &
Co., Ltd.

Tonkin, Fr. s.s., 2,327, Schmitz, 29th July.
Marseilles 28th June, and Saigon 26th July.
Mails and Gen.—M. M.

Nestor, Br. s.s., 2,385, Baker, 29th July.
Singapore 23rd July, Gen.—B. & S.

Chinkiang, Br. s.s., 1,220, Brymer, 29th July.
Chinkiang 23rd July, Gen.—B. & S.

Hailong, Br. s.s., 783, Evans, 29th July.
Swatow 28th July, Gen.—D. L. & Co.

Chiu Maru, Jap. s.s., 2,311, Kikuta, 29th July.
Nagasaki 22nd July, Coal—Chinese.

Elsa, Ger. s.s., 2,903, Petersen, 29th July.
Tientsin 22nd July, Gen.—J. & Co.

Iyo Maru, Jap. s.s., 3,918, Butler, 29th July.
Maru via Japan and Shanghai 26th July.
Gen.—N. Y. K.

Jeser, Br. s.s., 1,113, "horter", 29th July.
Wei-hai-wei 24th July, Ballast.—D. & Co.,
Ltd.

Hong Noh, Br. s.s., 2,555, Stach, 29th July.
Peking and Singapore 23rd July, Gen.
Joo Teck Seng.

Chunyang, Br. s.s., 1,577, Cox, 29th July.
Chefoo and Swatow 28th July, Gen.—J.
M. & Co.

Crown of Arrington, Br. s.s., 1,308, Darwood,
29th July, Moji 22nd July, Coal—Gilman
& Co.

Devonshire, Br. s.s., 2,001, 29th July.—Cardiff
13th June, and Port Said 28th, Coal—
Admiralty.

Clearances at the Harbour Office.

Pik Kong, for Macao.
Sungking, for Manila.
Le Rhone, for Canton.

Ela, for Canton.
Chinkiang, for Canton.
Amigo, for Saigon.

Ichang, for Shanghai.
Hiroshima Maru, for Singapore.
Australian, for Macao.

Kumakura Maru, for Kobe.
Nestor, for Shanghai.
Wingchee, for Macao.

Pittman, for Swatow.
Maria Rickmers, for Swatow.

Departures.

July 28.
Lucht, Ger. gunboat, for Amoy.

Verona, for Manila.
Yunnan, for Kobe.
Guthrie, for Kobe.

Tonkin, for Shanghai, &c.
Chungchee, for Amoy.
Bydo, for Chefoo.

Sinangan, for Samarang.
Klaxite Maru, for Bombay.
Rohita Maru, for Manila.

Surgiang, for Manila.
Amigo, for Saigon.

Passenger arrived.

Per Hailong, from Swatow—Mrs. Onyapen
and family, Mr. Que Du Ho, and 31 Chinese.

Per Tonkin, for Hongkong from Marseilles
—Mr. W. E. Furgit. From Colombo—6 Chi-
nese. From Singapore—Messrs. Campbell
Davidson and Spence. From Saigon—Dr. P.
Marquis, Messrs. J. C. Kitemanti, Ferrand,
Zelsler, and 186 Chinese. For Shanghai from
Marseilles—Messrs. Lemoine, Lauret, Ram-
pacher, de Broe, Mr. and Mrs. Funel, Mr.
Pellissier, Messrs. Ch. Cranston, Z. Angeli,
Dulon and Levy. From Colombo—Mr. Gal-
lenzi. From Saigon—Mr. L. Martin. From
Marseilles—Mr. Guglielmo Mengossi. For
Kobe from Singapore—C. H. Hayer, and Miss
Masumoto. For Yokohama from Marseilles—
Mr. and Mrs. Carillon, Mr. and Mrs. Barmon,
Messrs. Oscar Brunel, Abelin, Guacolon, Gue-
gan S. Probahithamun, and 3 French
Marines.

Per Hong Noh, from Penang, &c.—548 Chi-
nese and 1 Japanese.

Per Iyo Maru, from Seattle, &c.—Lieut. W.
A. Kito, Mr. and Mrs. F. A. Wendt, Messrs.
Seida, James Casey, W. Davis, Mr. and Mrs.
H. Kuriyama, Messrs. S. Sun, Li King San and
Chang Kwei Lun. For Sydney—Consul A.
Ploff.

Passengers departed.

Per Korea, for Shanghai—Mr. and Mrs. E.
P. Dell, Messrs. Fuhrmann, L. F. Liang and
native servant, Lieut. and Mrs. A. R. Walker.
Messrs. E. F. Spelman, Row Shun Kook and
native servant, Chan Ting San and native
servant, Ko Kai Chung and native servant, Ko
Sing Yuen and native servant, W. E. Grey and
native servant, General Whittier and valet, Miss
Whittier and amah, Messrs. Jado and native
servant, Cito and servant, J. W. Bolles, Alf.
Melybe, Chung, Ohn, Le Francois, Chung Bo
Joe, Master Jung Joe, Master Kun Lan, and
Mr. A. Marques. For Nagasaki—Messrs. E.
H. Hinde, Geo. J. Cox, Mr. and Mrs. W. H.
Avery, and Mr. S. Hader. For Kobe—Messrs.
R. G. Smithers, Allin Cameron, Maria, E.
Antaki and Weisberger. For Yokohama—
Messrs. F. W. Taggart, W. Strachan, Capt. and
Mrs. C. J. Clarke, Messrs. E. E. Lockart, C.
W. Bush, P. M. Greenwood and S. Yamazaki.
For Honolulu—Mr. Seraph En Chang, Mrs.
Maria, and Mrs. Chung Hing. For San Fran-
cisco, &c.—Mrs. C. E. Townsend, Misses A.
Townsend, Dole Townsend, David Townsend,
Messrs. Carl H. Page, H. C. Denison, J. E. Ains-
worth, Dr. W. R. Davis, Messrs. C. H. Tracy,
J. McElwain, Mr. and Mrs. Geo. A. Tracy,
Master Geo. A. Tracy, Mr. and Mrs. J. B.
Thomas, Mr. A. L. Mace, Mrs. Go Shee, Miss
Ah Dan, Mr. Lee Hock, Mrs. Chan Sing, Mrs.
Sen Yau, Dr. B. Foulkes, U.S.A., Messrs. C.
A. Wolf, Messrs. L. B. Harris, Wong Si Fun,
Lieut. and Mrs. J. D. Beuret, Mrs. P. C. Freer,

Miss J. Allen, Mr. H. E. Wolf, Mrs. J. M.
Bolles, Misses M. Bolles, Goodrich, Mr. and
Mrs. C. H. Lloyd, Master F. Rodgers, Mrs.
Wong Shee, Mrs. Koo Lin, Master Cheung
Way, Messrs. J. Jaspin, J. Poirer, Lee Yuen
Chong, Mrs. Chung Yook Yu, Messrs. Fong Lan,
Jung Shee, Mrs. Lao Oy Cum, Messrs. Wong
Hock, Wong Dong, Me. Lee Bing, Quan King,
Lee Wing Sui, Lee Sing, Mrs. Fong Shee, Mr.
Cann Lee, Mrs. Chan Yut, and Miss Lee Yung
Co.

Shipping Reports.

Str. Hui-ping in Swatow: Moderate wind
and sea, fine weather.

Str. Astor from Singapore: Moderate mon-
soon, squally weather, approaching Hongkong
fresh N.E. breeze, and squally weather.

Str. Hongnook from Penang: Had strong
S.W. monsoon sea, and rain squalls to Pampel-
shoals, and thence to port light and fresh N.E.
wind, and sea.

Vessels in Port.

STEAMERS.

Albenga, Ger. s.s., 2,769, Petersen, 17th July.
New York 12th May, and Amoy 15th July.
Gen.—G. & Co.

Athenian, Br. s.s., 2,449, Robinson, 25th July.
Vancouver 29th June, and Shanghai
22nd July, Gen.—C. P. R. Co.

Australian, Br. s.s., 1,783, McWhur, 28th July.
Kobe 21st July, Moji 22nd, and Foochow
26th, Tea and Gen.—G. L. & Co.

Borneo, Ger. s.s., 1,344, Muhle, 26th July.
Sandakan 10th July, Gen.—M. & Co.

Chowfa, Ger. s.s., 1,005, Kohler, 27th July.
Bangkok 21st July, Gen.—B. & S.

Daigi Maru, Jap. s.s., 850, Groves, 28th July.
Tamsui 21st July, Gen.—O. S. K.

Edendale, Br. s.s., 718, Moss, 12th July.
Singapore 4th July, Gen.—Chinese.

Emma Luyken, Ger. s.s., 1,110, Martens, 20th
July, Penang 9th July, Singapore 12th,
and Hoilow 10th, Gen.—E. A. T. Co.

Empress of China, Br. s.s., 3,046, Archibald,
R.N.R., 27th July, Vancouver, B.C. 6th
July, and Shanghai 25th, Mails and Gen.—
C. P. R. Co.

Gaelic, Br. s.s., 2,691, Finch, R.N.R., 25th July.
San Francisco 27th July, Honolulu 4th
July, Yokohama 17th, Kobe 18th, Nagasaki
20th, and Shanghai 23rd, Mails and Gen.—
C. & O. S. S. Co.

Ichang, Br. s.s., 1,228, Jones, 28th July.
Canton 27th July, Gen.—B. & S.

Ingalls, Am. s.s., 1,347, Harrison, 19th July.
Manila, P.I. via Mauban 7th July, Ballast.
—Order.

Kamakura Maru, Jap. s.s., 3,795, Petersen, 28th
July, Singapore 21st July, Gen.—N. Y. K.

Kampot, Fr. s.s., 312, Davay, 25th July.
Saigon 21st July, Rice—Wing Seng.

Kwaiyang, Br. s.s., 1,062, Hooker, 26th July.
Canton 25th July, Gen.—B. & S.

Lena, Nor. s.s., 919, Borge, 24th July, Canton
23rd July, Gen.—C. & Co.

Mar a Rickmers, Ger. s.s., 1,017, Bandelin, 25th
July, Bangkok 19th July, Gen.—A. K. & Co.

Meefoo, Ch. s.s., 1,321, Stewart, 28th July.
Canton 27th July, Gen.—C. M. S. N. Co.

Michael Jebben, Ger. s.s., 719, Uldrup, 27th
July, Pakhoi 23rd July, and Hoilow 26th,
Gen.—J. & Co.

Namsang, Br. s.s., 2,501, Payne, 27th July.
Calcutta 11th July, Penang 18th, and
Singapore 22nd, Gen.—J. M. & Co.

Pakhoi, Br. s.s., 1,249, Shaw, 27th July.
Canton 27th July, Gen.—B. & S.

Perla, Br. s.s., 1,287, McGinty 27th July.
Cebu 22nd July, Gen.—S. T. & Co.

Phra Chom Klau, Ger. s.s., 1,017, Reimers, 23rd
July, Bangkok 13th July, and Koh-
si-chang 14th, Rice and Wood.—B. & S.

Pompey, Am. s.s., 1,200, Range, 28th May.
Manila, P.I. 25th May, Ballast.—U. S.
Government.

Rubi, Br. s.s., 1,611, Almond, 27th July.
Manila 25th July, Gen.—S. T. & Co.

San Joaquin, Am. s.s., 237, Gaidler, 26th Apr.
—from Apariti, Ballast.—Order.

Solveig, Nor. s.s., 861, Kierland, 19th July.
Cardiff 31st May, Coal.—Order.

Suisung, Br. s.s., 1,776, Young, 28th July.
Jaen 19th July, Sugar—J. M. & Co.

Taitai, Ger. s.s., 1,063, Menzell, 20th June.
Mauritius via Singapore 14th June, Gen.—
E. A. T. Co.

Tai Lee, Ger. s.s., 782, Michelsen, 26th July.
Saigon 22nd July, Rice—Meyer & Co.

Thorin, Ger. s.s., 4,238, Hildebrandt, 27th
July, Hamburg and Singapore 21st July,
Gen.—H. A. I.

Tientsin, Br. s.s., 2,555, Kenock, R.N.R., 28th
July, Bombay 10th July, Gen.—P. & O.
S. N. Co.

Tyr, Nor. s.s., 1,417, Danielsen, 27th July.
Hongay 23rd July, Coal.—E. A. T. Co.

Ulabrand, Nor. s.s., 1,269, Andersen, 25th July.
—Moji 18th July, Coal.—C. & Co.

Undine, Nor. s.s., 1,017, Tarbjarnsen, 28th
July, Cardiff 10th June, Coal.—Order.

Victoria, Am. s.s., 2,112, Dobson, 24th July.
Tacoma 27th June, Gen.—D. & Co.

Wuchang, Br. s.s., 1,128, Payne, 27th July.
Manila 24th July, Gen.—J. M. & Co.

Würzburg, Ger. s.s., 5,085, Binzer, 27th July.
Japan and Shanghai 24th July, Gen.—H.
A. L.

SAILING VESSELS.

Boieldien, Fr. bq., 1,042, Harong, 24th June.
New York 15th Dec., Kerosene—S. N. Co.

Columbia, Am. sch., 774, Sprague, 27th Mar.
—B. & S.

Grosvenor, Br. bq., 516, Boga, 14th June.
Mauritius 16th Jan., Sugar—A. & Co.

Pierre Anonine, Fr. bq., 1,740, Retegnet,
1st Apr.—New York 31st Oct., Oil—
Order.

Prince Albert, Norw. ship, 1,498, Hansen, 10th
June, Fremantle 29th Apr., Sandal Wood.
—Gilman & Co.

Vale of Doon, Sarawak bq., 669, Pedersen, 27th
July, Rajang 11th July, Timber.—W. &
Co.

Steamers Expected.

Vessels	From	Agents	Due
Valetta	Singapore	P. & O. Co.	July 31
Beauchamp	Singapore	G. L. & Co.	Aug. 1
Nankai	Singapore	P. & O. Co.	Aug. 2
Chingong	Moji	C. M. Co.	Aug. 2
Nanchang	Tientsin	B. & S.	Aug. 2
H'kong Maru	Yokohama	P. M. Co.	Aug. 4
Kiautschou	Colonbo	M. & Co.	Aug. 5
Prinz Heinrich	Japan	M. & Co.	Aug. 5
Indrapura	Portland	P. & A. Co.	Aug. 10
City of Peking	San Francisco	P. M. Co.	Aug. 13
Lyra	Victoria	T. B. T. Co.	Aug. 15
Emp. of India	Vancouver	C. P. R. Co.	Aug. 16
Lothian	San Francisco	C. M. Co.	Aug. 26

Post Office.

A Mail will close for—

Canton, Singapore and Bangkok—Per P. C.
Kiao, 30th inst., 8 A.M.

Swatow, Amoy and Tamsui—Per Haimun,
30th inst., 9 A.M.

Yokohama and Kobe—Per Sihanio, 30th
inst., 9 A.M.

Macao—Per Heungshan, 30th inst., 1.15 P.M.

Hailo—Per Wuchang, 30th inst., 3 P.M.

Shanghai—Per Mei Fei, 30th inst., 3 P.M.

Kobe and Yokohama—Per Kanakura Maru,
30th inst., 3 P.M.

Swatow, Chefoo and Tientsin—Per Kwei-
yung, 30th inst., 4 P.M.

Namio—Per Taitai, 30th inst., 5 P.M.

Macao—Per Wingchui, 30th inst., 5 P.M.

Canton—Per Fuchan, 30th inst., 5 P.M.

Swatow, Amoy and Tamsui—Per Daiqi
Maru, 31st inst., 9 A.M.

Manila—Per Yuensan, 31st inst., 3 P.M.

Cebu and Iloilo—Per Perla, 31st inst., 3 P.M.

Manila—Per San Joaquin, 31st inst., 3 P.M.

Swatow and Shanghai—Per Chungyung, 31st
inst., 3 P.M.

Amoy—Per Hong Moh, 31st inst., 4 P.M.

Manila—Per Rubi, 1st Aug., 9 A.M.

Amoy, Keelung, Moji, Kobe, Yokohama,
Victoria (B.C.), and Tacoma—Per Victoria, 1st
Aug., 10 A.M.

Europe, A.C., India, via Tuticorin—Per
Coramandel, 1st Aug., 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama,
Honolulu and San Francisco—Per Gaelic, 4th
Aug., 11 A.M.

THE WEATHER.

The following report is from Mr. F. G. Figg,
Acting Director of the Hongkong Observa-
tory:

On the 28th at 4.30 p.m. The depression is
probably situated to the NE. of the Paracels,
and it appears to be moving slowly towards
NW. Black South Clouds hoisted.

On the 29th at 11 a.m. The barometer has
risen over NE. Japan, fallen over China and
the Loochoos.

The depression in the China Sea appears to
occupy much the same position as yesterday.
It may have a slow motion towards NW.

The depression mentioned yesterday as lying
in the Pacific to the NE. of Luzon, is a typhoon
of the Meiaco Sina group, and is probably moving
towards NW.

Pressure remains high to the SE. of Japan.
Bad weather is probable in the Formosa Chan-
nel by to-morrow.

Strong winds off the coast to the S. and W.
of Hongkong.

Forecast:—fresh or strong E. winds; squally,
changeable.

On date at On date at
in a.m. in a.m.

Barometer 29.70 29.64

Temperature 80 85

Humidity 89 77

Rainfall 0.89

CHINA COAST METEOROLOGICAL REGISTER.

July 29th, 1903, a.m.

Bar. Th. Hu. Wind W.

Vladivostok 7 a.m. 29.72 66 99 S 1 lt

Nemuro 6 a.m. 29.80 — SW 2

Hakodate 5 a.m. 29.89 — S 0

Tokio 5 a.m. 29.90 — W 2

Kochi 5 a.m. 29.95 — W 2

Nagasaki 5 a.m. 29.87 — SE 4

Kagoshima 5 a.m. 29.87 — SE 4

Oshima 5 a.m. 29.86 — SE 8

Naha 5 a.m. 29.66 — SE 8

Ishigakijima 5 a.m. 29.65 — — 0

Taihou 5 a.m. 29.65 — — 0

Taiwan 5 a.m. 29.61 — SW 2

Koshu 5 a.m. 29.61 — SW 2

Pescadore 5 a.m. 29.61 — SE 2

Weihaiwei 9 a.m. — — —

Gutzlaff 5 a.m. 29.68 84 75 NNE 3 c

Sharp Peak 5 a.m. 29.68 84 75 NNE 3 c

Amoy 6.30 a.m. 29.68 85 79 NE 2 c

Swatow 9 a.m. 29.70 85 79 N 1 c

Canton 9 a.m. 29.70 85 79 N 1 c

Hongkong 10 a.m. 29.64 85 76 E 4 c

Victoria Peak 5 a.m. 29.65 — E 5

Gap Rock 5 a.m. 29.65 — E 5

Macao 5 a.m. 29.64 86 — E 3 c

Haiphong 5 a.m. — — —

Manila 5 a.m. — — —

Bacolo 5 a.m. — — —

Coleo 5 a.m. 19.83 84 — SW 2 c

Hebu 5 a.m. 29.87 85 — S 2 c

C. St. James 10 a.m. — — —

VISITORS AT THE HOTELS.

KOWLOON.

Curran, Capt. D. J.

Milne, Miss Muriel

Jackson, Mrs. and child

Milne, Miss Gerty

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July 25th.

**R. G. HECKFORD,
MANAGER.**